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LONDON
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COBRA BRAND
SOFT AS CREAM.
AGENTS:
BUMAN & BERBLINGER.
1670

Hongkong Daily Press.

ESTABLISHED 1857

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THE
DIRECTORY & CHRONICLE
FOR 1910.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,297. 號七十九百二千六第 日二十月六年二統宣 HONGKONG, MONDAY, JULY 18th, 1910. 一拜禮 號八十月七年十一百九千一英港幣 PRICE, \$3 PER MONTH.

CALL
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PIANO
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NEW MODELS FOR 1910.
PRICE \$378.
S. MOUTRIE & Co., Ltd.
[334-2]

CHINA MUTUAL LIFE
INSURANCE CO., LD.,
OF SHANGHAI

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A. J. HUGHES, Esq., Secretary.
S. B. NEILL, F.I.A., Actuary.
A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies' Acts, England.
Assets ... \$3,414,152.00
Income for Year ... \$173,834.81
Total Security to Policyholders 7,883,352.53

LEFFERTS KNOX, Esq., Hongkong, Canton, Macao
District Manager.
B. W. TAPE, Esq., and the Philippines.
District Secretary.
[1472] ALEXANDRA BUILDING, HONGKONG.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [3728]

DR. M. H. CHAUN.
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the
University of Pennsylvania, U.S.A.
Hongkong, 27th January, 1910. [364]

SIEN TING
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [432]

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 15 minutes.

SUNDAYS.

Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Building, De
Veer Road Central.
JOHN D. HUMPHREYS & SON,
General Managers
Hongkong, 1st April, 1905. [476]

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Black Sheep, by S. F. Hyatt ... 1.75
A Modern Chronicle, by Winston Churchill ... 1.75
The Undesirable Governess, by F. Marion Crawford ... 1.75
Potticott Government, by Baroness Orczy ... 1.75
The Girl with the Red Hair, by Max Pemberton ... 1.75
Trixton King, by G. B. McCutcheon ... 1.75
Tropical Tales, by Dolf Wyllarde ... 1.75
The Human Coward, a Romance of Old Peking, by B. L. Putnam Woble ... 1.75
Daisy's Aunt, by E. F. Benson ... 1.75
Lo Nu An Salon ... 2.50
Catalogue Illustrée du Salon ... 2.25
Cassell's Royal Academy Pictures; (Complete Volume) ... 4.50
REVOLUTION IN PIPE SMOKING
THE BARON AUTOMATIC PIPE FILLER
AND CRATEN MIXTURE IN CARTRIDGES.
Perfect Smoking, No Waste, Even Burning
No Clogging.
[265]
The Design and Construction of Ships,
by J. Harvard Biles; Volume I,
Calculation and Strength ... 20.00
Ship Construction and Calculations, by
G. B. Reed ... 9.00
Hydrographical Surveying, by Sir W. J.
Wharfen and Rear-Admiral Field ... 17.00
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Boiler Construction ... 11.50

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(TELEPHONE 97).

TAILORING DEPARTMENT.

FLANNEL SUITS

FROM \$30.00

TROPICAL

SERGE and TWEED SUITS

FROM \$32.50

THE ABOVE ARE

SPECIAL VALUE TO CLEAR.

LANE, CRAWFORD & CO.

[23]

WE BEG TO NOTIFY that the above

Company CEASED to exist on the

1st inst. and that the Services hitherto kept up

by the Steamers of this Line has now been

taken over by the

SOCIETA ANONIMA NAZIONALE

PER SERVIZI MARITIMI.

The Service of the Steamers on the India-
China run will be continued as heretofore and
the itinerary will undergo no modification.

CARLOWITZ & Co.
[334]

Hongkong, 16th July, 1910.

Re WILLIAM LYSAGHT, Deceased.

ALL CREDITORS having Claims against

the above Estate are requested to send

them in to the Underigned as early as possible.

Dated this 14th day of July, 1910.

DEACON, LOCKER & DEACON,
[313] Solicitors for the Executors.

WANTED.

A NEXPERT TYPIST, with knowledge

of shorthand preferred. When

applying please state salary required and

previous experience.

Apply to— "TYPIST" Office.

Hongkong, 14th July, 1910. [329]

THOUSANDS OF DOLLARS ARE

SAVED BY THE EXPENDITURE

OF AS MANY CENTS

By the Use of

SOLIGNUM.

The Wood and Brickwork Preservative which

really does what is claimed for it. IT IS

ABSOLUTE DEATH TO THE WHITE

ANT.

Extensively used by the British Government

at Home and Abroad, by H.M. War Department

at Hongkong, the Imperial Maritime Customs

and all large local concerns.

Prospectus samples and all information from

the General Agents.

SIEMSEN & Co.
(Machinery Dept.), Hongkong.

[748]

GRAU & CO.

27, DES VOUX ROAD.

Dealers in

ASIATIC POSTAGE STAMPS AND

PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE

STAMP CATALOGUE for 1910.

Picture and Painting Books, Novels, Postage

Stamp Albums with Movable Leaf, Fume Post

Cards, School and Shopping Bags, Dolls, Toys,
Cigars, Cigarettes, &c., &c.
Inspection Invited. [789]

DAVID CORSAE & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELINACE CROWN

TARPAULING

ARNHOLD, KARBURG & CO

Sole Agents
[1535]

MITSUBISHI DOCKYARD AND ENGINE WORKS.

All A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Control Condensers, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI

	Length on Keel-Blocks	Breadth at Entrance on Bottom	Depth of Water on Keel-Blocks
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	55 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

	No. 1	No. 2
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	400 Feet.	580 Feet.
" Breadth " " "	55 "	66 "
" Draft " " "	22 "	26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Shearlegs, capable of lifting 40 ton weight. [689]

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

NOTICES OF FIRMS

HONGKONG & SHANGHAI BANKING CORPORATION.

DURING Mr. J. E. M. SMITH'S absence

on leave Mr. N. J. STARR has been

Appointed Acting Chief Manager.

G. BALLOCH,
Chairman of the Court of Directors.

Hongkong, 16th July, 1910. [135]

NAVIGAZIONE GENERALE ITALIANA.

WE BEG TO NOTIFY that the above

Company CEASED to exist on the

1st inst. and that the Services hitherto kept up

by the Steamers of this Line has now been

taken over by the

SOCIETA ANONIMA NAZIONALE

PER SERVIZI MARITIMI.

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A NEXPERT TYPIST, with knowledge

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Apply to— "TYPIST" Office.

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By the Use of

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ABSOLUTE DEATH TO THE WHITE

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Extensively used by the British Government

at Home and Abroad, by H.M. War Department

at Hongkong, the Imperial Maritime Customs

and all large local concerns.

Prospectus samples and all information from

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SIEMSEN & Co.
(Machinery Dept.), Hongkong.

[748]

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ASIATIC POSTAGE STAMPS AND

PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE

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Stamp Albums with Movable Leaf, Fume Post

Cards, School and Shopping Bags, Dolls, Toys,
Cigars, Cigarettes, &c., &c.
Inspection Invited. [789]

DAVID CORSAE & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELINACE CROWN

TARPAULING

ARNHOLD, KARBURG & CO

Sole Agents
[1535]

FOR SALE

NOW ON SALE.

HONGKONG HANSARD REPORTS

of the MEETINGS of the

LEGISLATIVE COUNCIL for the

Session 1909.

Revised by the MEMBERS.

PRICE - - - - \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

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REMAINING Portions of MARINE

LOTS 31 and 35, at PRAYA EAST.

Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR

PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply— G. FENWICK & Co., Ltd.,

ENGINEERS, &c.,

PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [34-168]

NEW CARTRIDGES.

BY popular English Manufacture. In

all Boxes and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 888G. at \$6, \$7 and

\$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co

Hongkong, 26th October, 1906. [545]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALLIBRE 7.65 m.m.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [33]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [546]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants

Wholesale and Retail Ironmongers, Pig

Iron and Foundry Coke Importers, General

Storekeepers and Shipchandeliers. Nos. 55 & 57,

Hire Locomotives, (2nd St., west of Central

Market). Telephone No. 515. [496]

Telephone No. 515.

HOTELS

HONGKONG HOTEL.

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.

Well Furnished Reception Rooms.

Private Bar and Billiard Room for Hotel

Residents.

Electric Lifts to each Floor.

Electric Lighting and Fans.

Telephones on every Floor.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matrons in attendance.

CHARGES MODERATE, AND NO EXTRAS.

[335] A. F. DAVIES, Manager.

Hongkong, 24th July, 1905. [3563]

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INTIMATION

A. S. WATSON & CO., LIMITED.
ESTABLISHED A.D. 1841,
CIGAR MERCHANTS AND
TOBACCONISTS.
CIGARS

CONDITION is next to QUALITY, the most essential requisite of a Cigar. Our Warehouse in Stanley Street contains specially fitted Drying Rooms for Maturing Cigars, and in the Dispensary itself the same idea is carried out on a smaller scale by the installation of drying cupboards.

Any Cigars purchased from us have therefore the advantage of being in FINE CONDITION.

We Stock all the Best Known Brands, as well as the following, which are Manufactured solely for us:

LOLITAS - PER BOX OF 50. \$5.50
An exquisite smoke.

EL TAMARINDO, GRAND ROYAL - PER BOX OF 50. \$4.00
A very fine Cigar.

A. S. WATSON & CO., LIMITED,
ALEXANDRA BUILDINGS.
[25]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that are already appeared in other papers will be received. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Cable: A.B.C. 5th Ed. Lieber. P.O. Box, 84. Telephone No. 12.

DEATH.
On July 11th, suddenly, at the Victoria Nursing Home, Shanghai, GEORGE SOMERVILLE, of Cronch End, London, aged 32 years.

HONGKONG OFFICE: 10A, DES VERT ROAD. LONDON OFFICE: 131, FLEET STREET, E.C.4.

The Daily Press.

HONGKONG, JULY 18TH, 1910.

SINCE the Chinese have become conscious of their military weakness, especially against Western nations, they have sought other means of showing resentment, the most popular being the boycott. This weapon has been employed more than once of recent years, and though some harm has thereby been inflicted on the trade of the country against whom it has been directed, the boycott has never been allowed to assume the national dimensions that its promoters sought to obtain, and for very good reasons. The country whose trade was menaced could very cogently point out that such discrimination was against the spirit of treaty obligations and if persisted in would form good cause for warlike interference on the part of the aggrieved nation. Against such a statement of facts, with its suggested backing of force, China could do nothing but accept the inevitable, especially as the support of the other nations interested would not be extended to China. When the strong feeling prevailing against America some five years ago found expression in a boycott of American goods, we pointed out that it was not an occasion in which competing nations should rejoice, because they were benefitting at the expense of a rival. The question had broader issues than that. The boycott indicated not merely a discrimination against the products of a certain

nation. It was much more serious. It was part of the general campaign which appears in various forms at different places, to inflame Chinese opinion and produce that anti-foreign feeling which seems to be the objective of many bigoted but enlightened patriots. Therefore, all foreigners engaged in trade here, irrespective of nationality, must realise that it is a short-sighted policy to rejoice at any attempt on the part of Chinese to discriminate against the goods of any nation. True, they may benefit slightly by the disfavour into which their rivals have fallen, but if they look towards the larger issue, the maintenance of foreign trade with a fair field and no favour, they must see that it is in their interest as well that such an agitation should be suppressed. Americans may have suffered yesterday, it may be the turn of the British to-day, and to-morrow it may be the Germans who are threatened. Success against one would lead to attempts against others, and once this conception becomes more generally entertained there will be little tendency, we imagine, for one nation to rejoice at the disfavour into which a rival has fallen. The latest phase of this anti-foreign feeling has been manifested in the North, where the students of Shantung have raised an agitation in favour of a boycott of German trade. Doubtless it would not have been allowed to grow, and like the recent boycott against British trade on the Yangtze it would have died a natural death if it ever developed life at all. Unfortunately, if Reuter's telegraphic accounts be correct, the threatened boycott has been ascribed by some of the Berlin Press to British influences. Such an uncharitable view must be deplored, especially at a time when a rapprochement between the two nations is becoming more promising. As a Shanghai journal remarks on the subject: "Those who have given expression to such an opinion ought to know that any such action on the part of British interests, whether official or unofficial, can only redound to the ultimate discomfiture of British commercial and financial interests in China, along with the interests of all other foreigners and of Chinese alike. Anything that injures the trade of one section of the foreign community injures the trade of all, and whilst legitimate competition can only result in good such proceedings as are ascribed to our fellow-countrymen in the message under consideration can only bring serious harm to all concerned. From sheer self-interest it would be foolish of British merchants or other people of influence to encourage such action as a boycott. That represents our view entirely. No boycott directed against a foreign nation can be tolerated, and if the journalists of Europe and America could only realise that with all the trade rivalry in the East the competing nations have still a common aim they would not stir up ill-feeling by making suggestions of the nature mentioned. The gospel of the open door is accepted by all Western nations trading here, no one can seek more than others and no one can be at less advantage than others. Their purpose is common and their conduct should express that. The suggestion that foreign interests in China are divided, that one may be played off against another, is one that is likely to appeal to the Chinese mind, but it must be demonstrated beyond doubt that such discriminations against any one foreign nation has not the approval of others and that equal trading rights will be demanded for all."

The Church Missionary Society situate at Yau-nan-ti is to be known as All Saints' Church. Rear-Admiral Lyon received a cordial send-off on Saturday. Commodore Eyre hoisted his flag later in the day. The English Mission Church, Kowloon, is deleted from the list of places of worship licensed for the solemnization of marriages. Private Scannell of the Buffs, who died on Friday night, was interred with military honours in the Happy Valley Cemetery yesterday afternoon. American papers dated early in June report that General Edward B. Bragg, who was American Consul General in Hongkong in 1902-1905, was then lying at the point of death. His age is 83. The Gazette confirms the permission granted by the Admiralty to Lieut. C. W. Bookwith to retire from the active list of His Majesty's Navy on pension, and to assume the rank of Commander as from June 4th. At to-morrow's meeting of the Sanitary Board the committee's report re certain complaints against the Kowloon conservancy contractor will be dealt with. Correspondence will also be submitted with regard to different nullahs and cemeteries. The Chinese Masters and Pupils at Queen's College have subscribed the sum of \$30.50 towards a fund which is being raised with the object of purchasing rice and selling it at a very low price to the poor people of Canton and neighbourhood.

While a Chinese was awaiting the departure of one of the Canton steamers on Friday night, a policeman decided to search his baggage. While so engaged the owner of the bundle left hurriedly, and is not likely to reappear to claim his goods. Ralied up in some clothing the police found a revolver and several rounds of ammunition.

The text of an Order in Council made under section 4 of the Merchant Shipping Act, providing that Danish ships in ports of the United Kingdom shall be exempt from the provisions of the Act of 1894 relating to life-saving appliances, on proof that they have complied with the Danish regulations on the subject, is published in the Gazette.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 39 of 1909, entitled: An Ordinance to authorize the Construction and Maintenance of a Harbour of Refuge upon and over certain portions of the Sea Bed and Fresh-water situated upon the Harbour frontage at Tai-koh-shai, Mong-koh-shai, and Yau-mat, Kowloon, in this Colony.

The annual meeting of the Philharmonic Society, which was called for Friday night, passed for want of a quorum, only six members putting in an appearance. Mr. Barlow hoped that when the meeting was again called there would be a large attendance, as, besides passing the annual report and accounts, there were matters of importance and interest to the Society which required discussion.

There were last year 545 deaths (736 in 1908 and 562 in 1907) from beri-beri, of which three only were among the Non-Chinese community. One of them was an Indian destitute the second was a Japanese sailor and the third a Japanese tallyman. Attention has been drawn to the fact that the cause of this disease is probably due to the eating of white or polished rice, and further investigations are being made into this subject.

THE MACAO SENSATION.

PIRATES SUBTERRANEAN. Macao, July 15th. Colman continues to be besieged by the Luso-Chinese sea and land forces, but no further fighting has taken place, although several pirates have surrendered and others have been captured. At present nineteen such prisoners are reported to be in goal.

Eight students, more or less wounded and showing traces of ill-treatment during their captivity, have been found, as well as a number of farmers, whom the pirates believing to be men of substance have probably held for ransom.

Dra. Luis Noleoso and Silva Mendes have started a subscription on behalf of the men at "the front" to provide them with refreshments, tobacco, etc., and it is satisfactory to learn that the appeal is meeting with a ready response. This, men, I am told, are in good spirits and in the best of health.

The Portuguese cruiser *Rainha Donna Amalia* left Hongkong on Saturday for Macao. The Chinese Admiral had a long conference with the Governor to-day. He is on board one of the Chinese river gunboats anchored in the inner harbour.

A SHANGHAI SENSATION.

The Great Nicola, the "hand-off king," is meeting with a great reception at Shanghai. One evening last week he had arranged to drive handovered from the Garden Bridge into the Boohook Creek, but was prevented by the authorities. The Wizard was then on time in bathing suit and loose robe, and a crowd of several thousand people to witness the drive. So also, says Shanghai exchange, was a force of 100 policemen to regulate the traffic and prevent a congestion of people and, lastly, to warn the minions of the law to tell Nicola that under no circumstances would he be allowed to carry out his purpose, and to arrest him if he persisted in the attempt. It seems that the Police authorities considered the proposed feat too dangerous, and induced Dr. Wilder, American Consul-General, to take this view also. At all events when Nicola appeared upon the scene he was escorted by Mr. White, Marshal of the U.S. Court, who showed him a letter signed by Dr. Wilder, informing that Nicola would be arrested if he tried to make the drive. Nicola was very greatly disappointed, and felt very badly for the disappointment of the people who had come to see the performance, and so he tried to reach the side of the bridge (having previously been handcuffed by his assistants) and got over the rails. But Mr. White laid his hand upon his shoulder and after that there was nothing to be done but to detain Nicola and return him reluctantly to the Astor House, leaving his managers to explain the situation to the spectators and soothe their indignation. It was really a pity, and in fact a mild case, was raised for Nicola, after which the crowd dispersed.

Nicola has frequently performed this diving feat in America, leaping into the water from greater heights than the top of our Garden Bridge. For instance, he lived, shackled and handcuffed, into Lake Erie from Lakeside, Ohio, and suffered no injury whatever from the feat, and the same thing happened at St. Louis, where he leaped into the Mississippi from Eads Bridge, a height of 45 feet, and he is confident that he would be running no great risk in performing the feat which was frustrated yesterday. He is still perfectly ready to do it, or failing the Garden Bridge, to dive, handcuffed and shackled, into any of the local swimming baths, from a raised platform, and liberate himself from his bonds before he touches the water. In order to attempt this, however, it would be necessary for him to obtain permission from one of the local swimming bath clubs, and under the circumstances, it may be that something may be arranged to facilitate his desire, as soon as the predicament in which he is placed becomes generally known.

Meanwhile he is performing as brilliantly as ever in the Lyceum Theatre every evening, and he thoroughly deserves the unprecedented support which he is receiving.

How to be BRAVOTED. Keep your Composition, Mrs. Ellen C. Cline Charman, 1011 Chestnut Street, Philadelphia, Pa. To the Editor of the Daily Press, New York. I have been thinking of you for some time, and I am sure that you will be able to help me. I am a young woman, and I am very much interested in the study of the Chinese language. I have been studying it for some time, and I am very much interested in it. I have been thinking of you for some time, and I am sure that you will be able to help me. I am a young woman, and I am very much interested in the study of the Chinese language. I have been studying it for some time, and I am very much interested in it.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinances, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

"MONGOLIA" STILL AGROUND.

Tokyo, July 17th. The steamer "Mongolia" is still aground, and no hopes are entertained of refloating her before Thursday, the 21st instant, when there will be a very high tide. Her coal and cargo are being removed.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS"]

CHINA AND TIBET.

LONDON, July 15th. The Tibetan Blue-book, which has recently been issued, shows that the Tibetan Ministers have repeatedly requested the despatch of a British officer to make inquiries concerning Chinese interference with the administration; and that they have asked for an alliance similar to that between India and Nepal.

ANGLO-JAPANESE EXHIBITION.

LONDON, July 15th. H.R.H. Prince Arthur of Connaught presided at the distribution of awards at the Anglo-Japanese Exhibition.

He stated that the awards were practically evenly divided between the two nations; and read a telegram from His Majesty the King heartily congratulating the promoters on the success of the Exhibition.

Mr. T. Kato, Japanese Ambassador in London, on behalf of the Japanese Government, thanked all concerned in promoting the Exhibition.

FRANCE AND MOROCCO.

LONDON, July 16th. French troops were attacked by Moorish tribesmen at the Mubuja River.

The Moors fled, leaving fifty-three dead.

The French casualties were eleven killed and forty-three wounded.

AN AERIAL RACE.

LONDON, July 16th. Mr. Morane, in a monoplane, and Mr. Drexel, in a biplane, raced from Bournemouth to The Needles and back, and the former won.

The airships travelled at the rate of fifty miles an hour.

BRITAIN AND GERMANY.

LONDON, July 16th. The German newspapers give prominence to Mr. Asquith's speech on the Navy Estimates, and appreciate its moderation and friendliness as showing considerable relaxation in the tension existing between both countries.

THE KING'S PRIZE.

LONDON, July 16th. At the Bisley Rifle Meeting Mr. Radice, of the Oxford University, won the King's Prize with a score of 340, which is a record.

[Last year's winner was Corporal Barr, of the London Rifle Brigade.]

KINGDOM OF MONTENEGRO.

LONDON, July 16th. Renter learns it is unlikely that any Power will raise an objection to the proclamation of Montenegro as a Kingdom next month.

CHINESE MILITARY MISSION.

LONDON, July 16th. The Tear and Tsaritsa have received Prince Tsai Tso and suite aboard the Royal yacht "Standart" at a Baltic port.

[FROM THE "H.K. DAILY NEWS"] SHOOTING AFFRAY AT NANKING.

A FOREIGNER ARRESTED.

NANKING, July 11th. A man named V. Borowsky has been shot during a quarrel on Sunday afternoon. Both he and his assailant are connected with the Circus. Borowsky was promptly taken to the Emergency Hospital in the Nanyang Exhibition grounds and there attended to by Doctors Boabe, Whitmore and Sze Voong. His condition is said to be critical.

His assailant is said to be a British subject and is now in the custody of the British Consulate at Nanking. Everything is quiet in the city.

TYPHOON WARNINGS.

The following typhoon warnings from the Manila Observatory were received at the American Consulate-General yesterday:— The first, despatched at 12.30 p.m. and received here at 2 p.m., stated: "Typhoon east of Formosa moving W.N.W. or N.W." The second, despatched at 4 p.m. and received here at 7 p.m., read: "Typhoon near or over Formosa, moving W.N.W."

FIRE ON A SHANGHAI BOUND STEAMER.

The cargo steamer *Kasanga*, which arrived in Shanghai last Tuesday morning, has been the subject of considerable speculation here for some days past, a shipping notice informing consignees of cargo by her that there had been a fire on board on the way out, having been printed locally. The *Kasanga* has touched at many ports on her voyage from New York, from which latter place she has one of the largest cargoes carried this year, some 12,000 bales, mostly piece goods, being consigned to Shanghai. It is now learned that during her voyage in the Indian Ocean, she broke out in the No. 3 hold, and it was some days before the outbreak was subdued, the hold having to be filled with water before the flames were got under. The origin of the outbreak is even yet unknown, spontaneous combustion being given the blame so far. The vessel has been berthed at Pootung, and it is expected that the hold of No. 3 hold will be removed to-day, when a thorough survey will be made of the cargo and the damage done. Messrs. Paulson and Boyce-Davies are to make the survey on behalf of the Insurance Companies concerned, while Mr. H. P. Waldman will make the general survey statement, which will have to be made preparatory to the collection from the consignees of the amounts due. The *Kasanga* does not show any outward signs of the damage done, but there is sure to be a very different view when the hold has been opened.

DIRECTOR HELM IS EXONERATED.

The charges made some time ago by Assistant Director Frederick Simcock, of the Bureau of Navigation, against his chief, Director, Frank F. Helm, have fallen.

A written statement by Mr. Simcock, charging his chief with maladministration, mismanagement and private use of Government labour and materials, was thoroughly gone into by the Secretary of Commerce and Police, Mr. Chas. B. Elliott, and after hearing the testimony of various witnesses called during the investigation, he has decided that the charges were not sustained, and that Director Helm has not been guilty of any of the acts alleged.

The following is the decision rendered by Secretary Elliott:—

"I have examined the charges filed by Mr. F. Simcock against Mr. Frank F. Helm, Director of Navigation. Every opportunity was given for the production of evidence in support of the charges made, but nothing worthy of the name has been produced. The witnesses called were examined under oath, and failed utterly to sustain the charges; in fact, they either disclaimed any knowledge of the alleged facts, or testified in favour of Mr. Helm. Suggestions as to discoveries which would result from the examination of certain records, when followed up, resulted in nothing."

"Without something definite to start with, I find no justification in going any further with the investigation. The charges against Mr. Helm are found untrue, and he is exonerated from any blame or wrongdoing in connection with the matters alleged."—*Manila Times*.

ELOPED IN SEARCH OF ROMANCE.

Miss Edith Gaynor, the second daughter of Mayor Gaynor, of New York, eloped on June 3rd with Mr. Henry Kermit Vincent, a wealthy stockbroker. They were married at Wilmington, Delaware.

Mayor Gaynor, contrary to the usual custom of fathers whose daughters have eloped, expressed pleasure when he heard of the match. According to the *Herald*, he said: "We did not even know of the engagement. We would have given them a fine wedding. But I suppose they wanted a romance."

Mr. Vincent is a brother of the Countess d'Aeth.

TO CHEAPEN CABLE RATES.

If the invention of Mr. Hans Knudsen, a Danish electrical engineer, performs all that is claimed for it, it should have far-reaching effects upon inter-continental and foreign trade generally. By quadrupling the output of existing cables it will render possible a reduction in present cable rates by two-thirds, and being within the realm of practical politics the conduct of everyday business by wire. The invention, which displaces the Morse code in favour of printed language, is applicable to existing cables and wireless systems, and does away with the necessity for skilled operators, an instrument not unlike a typewriter being employed in the transmission of messages.

From a military point of view the system should be of incalculable service, as it is impossible to tap the positions of the letters on the keyboard being interchangeable and automatically registered at the other end of the wire. Mr. Knudsen's Hall of Marconi fame is taking a prominent part in the establishment of the system, which seems destined to bring the cable within reach of everybody. For example, the present rate of one shilling a word to Canada would be reduced to fourpence, and so on.

CORRESPONDENCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Hongkong, July 14th. Sir,—In view of the Hongkong Stockbrokers' Association having introduced a new scale of charges for Rubber stocks I think it will be of some interest to your readers to compare same with the Stock Exchange Official Scale of Commissions.

London Stock Exchange Scale:—			
Prior	£0 5 0 or under	£0 10 0	At discretion.
Over	£0 5 0 to £0 10 0	£0 10 0 to £1 0 0	£0 10 0 to £1 0 0
"	£1 0 0 to £2 0 0	£2 0 0 to £3 0 0	£3 0 0 to £4 0 0
"	£4 0 0 to £5 0 0	£5 0 0 to £6 0 0	£6 0 0 to £7 0 0
"	£7 0 0 to £8 0 0	£8 0 0 to £9 0 0	£9 0 0 to £10 0 0
"	£10 0 0 to £11 0 0	£11 0 0 to £12 0 0	£12 0 0 to £13 0 0
"	£13 0 0 to £14 0 0	£14 0 0 to £15 0 0	£15 0 0 to £16 0 0
"	£16 0 0 to £17 0 0	£17 0 0 to £18 0 0	£18 0 0 to £19 0 0
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"	£22 0 0 to £23 0 0	£23 0 0 to £24 0 0	£24 0 0 to £25 0 0

Hongkong Tariff of Charges to be paid by Buyer and Seller:—

Value.	Under £10 0	£10 0 to £219 11 3	£219 11 3 to £500 0	£500 0 to £1000 0	£1000 0 to £2000 0	£2000 0 to £5000 0	£5000 0 to £10000 0	£10000 0 to £20000 0	£20000 0 to £50000 0	£50000 0 to £100000 0	£100000 0 to £200000 0	£200000 0 to £500000 0	£500000 0 to £1000000 0	£1000000 0 to £2000000 0	£2000000 0 to £5000000 0	£5000000 0 to £10000000 0	£10000000 0 to £20000000 0	£20000000 0 to £50000000 0	£50000000 0 to £100000000 0	£100000000 0 to £200000000 0	£200000000 0 to £500000000 0	£500000000 0 to £1000000000 0	£1000000000 0 to £2000000000 0	£2000000000 0 to £5000000000 0	£5000000000 0 to £10000000000 0	£10000000000 0 to £20000000000 0	£20000000000 0 to £50000000000 0	£50000000000 0 to £100000000000 0	£100000000000 0 to £200000000000 0	£200000000000 0 to £500000000000 0	£500000000000 0 to £1000000000000 0	£1000000000000 0 to £2000000000000 0	£2000000000000 0 to £5000000000000 0	£5000000000000 0 to £10000000000000 0	£10000000000000 0 to £20000000000000 0	£20000000000000 0 to £50000000000000 0	£50000000000000 0 to £100000000000000 0	£100000000000000 0 to £200000000000000 0	£200000000000000 0 to £500000000000000 0	£500000000000000 0 to £1000000000000000 0	£1000000000000000 0 to £2000000000000000 0	£2000000000000000 0 to £5000000000000000 0	£5000000000000000 0 to £10000000000000000 0	£10000000000000000 0 to £20000000000000000 0	£20000000000000000 0 to £50000000000000000 0	£50000000000000000 0 to £100000000000000000 0	£100000000000000000 0 to £200000000000000000 0	£200000000000000000 0 to £500000000000000000 0	£500000000000000000 0 to £1000000000000000000 0	£1000000000000000000 0 to £2000000000000000000 0	£2000000000000000000 0 to £5000000000000000000 0	£5000000000000000000 0 to £10000000000000000000 0	£10000000000000000000 0 to £20000000000000000000 0	£20000000000000000000 0 to £50000000000000000000 0	£50000000000000000000 0 to £100000000000000000000 0	£100000000000000000000 0 to £200000000000000000000 0	£200000000000000000000 0 to £500000000000000000000 0	£500000000000000000000 0 to £1000000000000000000000 0	£1000000000000000000000 0 to £2000000000000000000000 0	£2000000000000000000000 0 to £5000000000000000000000 0	£5000000000000000000000 0 to £10000000000000000000000 0	£10000000000000000000000 0 to £20000000000000000000000 0	£20000000000000000000000 0 to £50000000000000000000000 0	£50000000000000000000000 0 to £100000000000000000000000 0	£100000000000000000000000 0 to £200000000000000000000000 0	£200000000000000000000000 0 to £500000000000000000000000 0	£500000000000000000000000 0 to £1000000000000000000000000 0	£1000000000000000000000000 0 to £2000000000000000000000000 0	£2000000000000000000000000 0 to £5000000000000000000000000 0	£5000000000000000000000000 0 to £10000000000000000000000000 0	£10000000000000000000000000 0 to £20000000000000000000000000 0	£20000000000000000000000000 0 to £50000000000000000000000000 0	£50000000000000000000000000 0 to £100000000000000000000000000 0	£100000000000000000000000000 0 to £200000000000000000000000000 0	£200000000000000000000000000 0 to £500000000000000000000000000 0	£500000000000000000000000000 0 to £1000000000000000000000000000 0	£1000000000000000000000000000 0 to £2000000000000000000000000000 0	£2000000000000000000000000000 0 to £5000000000000000000000000000 0	£5000000000000000000000000000 0 to £10000000000000000000000000000 0	£10000000000000000000000000000 0 to £20000000000000000000000000000 0	£20000000000000000000000000000 0 to £500000000000
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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	About 21st July	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 23rd July	See Special of Call.
TAKAO, SHANGHAI, PUKOW, BANCA, HANKOW, TATE and MOJI	BANCA	About 24th July	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SOMALI	About 27th July	Freight and Passage.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	NUBIA	About 28th July	Freight and Passage.

For further Particulars, apply to

Hongkong, 16th July, 1910.

E. A. HEWETT,
Superintendent

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOLOO & CEBU	"SUNGKANG"	On 18th July, 4 P.M.
MANILA	"TEAN"	On 19th July, 3 P.M.
TSINGTAU & NEWCHANG	"YUNNAN"	On 20th July, 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	On 21st July, 4 P.M.
SHANGHAI	"CHENAN"	On 21st July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 27th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHEYAN" "CHINHA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before MIDNIGHT on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

For Freight or Passage apply to—BUTTERFIELD & SWIRE, AGENTS. 10

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMERS	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 19th July, at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	THURSDAY, 23rd July, at 3 P.M.
"HAIYANG"	Capt. W. C. Pasmore	TUESDAY, 26th July, at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMERS	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	WED'DAY, 20th July, at 10 A.M.
"HAIYANG"	Capt. A. H. Stewart	THURSDAY, 21st July, at 10 A.M.
"HAIYANG"	Capt. A. H. Stewart	SUNDAY, 24th July, at 10 A.M.

* The s.s. "Haiyang" will not call at Swatow. Steamers will arrive at, and depart from the Company's Wharf (near Blake Pier). During the Months of July, August and September, a Special Reduction of 20% on Fares to Fochow and Return will be allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th July, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Monday, 18th July, 4 P.M.
SANDAKAN	"MAUSANG"	Tuesday, 19th July, 4 P.M.
MANILA	"LOONGSANG"	Friday, 22nd July, 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 26th July, Noon.
TIENTSIN	"CHEONGSANG"	Tuesday, 26th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Thursday, 28th July, Noon.
MANILA	"YUENSANG"	Friday, 29th July, 4 P.M.

RETURN TOOLS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

* Fully qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chafso, Tientsin & Newchwang. Telephone No. 215, Sui. Exch. 4.

† Taking Cargo on through Bills of Lading to Kuala, Lahad, Dava, Simporna, Tuso, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGER. 14

Hongkong, 16th July, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	End of July.
COPENHAGEN	"SIAM"	End of July.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to

Hongkong, 2nd July, 1910.

MELCHERS & CO.,
AGENTS.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

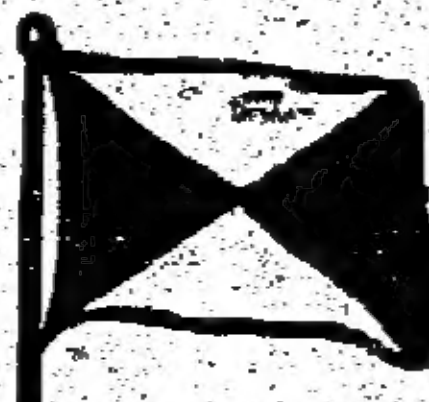
CALLAO, IQUITQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

STEAMERS	TONS	CAPTAIN	FOR	SAILING DATE
S.S. KIYO MARU	17,200 tons gross	Sail Aug. 25th, at Noon.
S.S. BUTO MARU	10,500 "	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 6th July, 1910.



CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAPIRO	2540	A. Fraser	Manila	On 23rd July, Noon.
RUBI	2540	R. Rodger	Manila	On 30th July, Noon.

For Freight or Passage apply to

Hongkong, 18th July, 1910.

SHEWAN, TOMES & Co.,
General Managers. 12

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

FOR	STEAMERS	TO SAIL
FOR HAVRE, BREMEN & HAMBURG:	S.S. ARABIA	13th July.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. SITRONIA	23rd July.
FOR HAVRE & HAMBURG:	S.S. BRAZILIA	25th July.
FOR ROTTERDAM & HAMBURG:	S.S. MECKLENBURG	25th July.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. SEGOVIA	10th Aug.
FOR HAVRE & HAMBURG:	S.S. SCANDIA	17th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 12th July, 1910. Hongkong Office. 11

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	MISHIMA MARU KAGA MARU ATSUTA MARU	9,000 7,000 9,000	WED'DAY, 20th July, at Daylight. WED'DAY, 3rd Aug., at Daylight WED'DAY, 17th Aug., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU	7,000	SATURDAY, 13th Aug., from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU TAMBA MARU	7,000 7,000	TUESDAY, 19th July, at 4 P.M. TUESDAY, 16th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU KUMANO MARU	6,000 6,000	FRIDAY, 6th Aug., at Noon. FRIDAY, 2nd Sept., at Noon.
SHANGHAI, MOJI and KOBE	BINGO MARU HITACHI MARU	7,000 7,000	WED'DAY, 20th July. THURSDAY, 21st July, at Noon.
KOBE and YOKOHAMA	CEYLON MARU	6,000	TUESDAY, 26th July.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU	6,000	WED'DAY, 3rd Aug., at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Ak Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Optica of rail between Calling Ports in Japan.

† Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER. 113-125

Hongkong, 23rd May, 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	Second half of July	SHANGHAI	Second half of July
TJILLIWONG	JAPAN	Second half of July	JAVA	Second half of July
TJIPANAS	JAVA	Second half of July	JAPAN	Second half of July
TJIMAH	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJIBODAS	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJILATJAP	JAVA	Second half of Aug.	JAPAN	Second half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
York Buildings, 1st Floor.
Hongkong, 16th July, 1910.JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

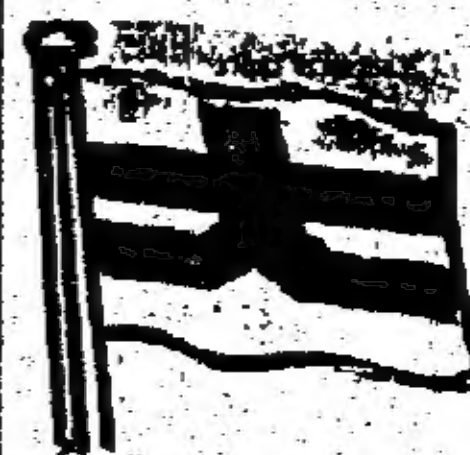
16

OSAKA SHOEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA VIA KEELUNG, MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 10th Aug., at Noon
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING VIA SWATOW & AMOY	"JOSEPH MARU" Capt. Y. YAMAMOTO	WED'DAY, 20th July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"CHOSHUN MARU" Capt. T. SUGIURA	THURSDAY, 21st July, at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

For Speed, Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabin AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

703

T. ABIMA,
MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.Japan Office:
32, WATER STREET,
YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

1537

"GLEN" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"GLENLOCHY"

Will be despatched for the above Ports on FRIDAY, the 22nd inst.

For Freight and/or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th July, 1910.

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRADEO"

Captain W. H. Lea, will be despatched as above on SATURDAY, the 23rd July.

This Steamer has superior accommodation for a limited number of First-Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 12th July, 1910.

